

Take off

- On the runway, allow the aircraft to roll forward so the nose wheel centers.
- Apply full power
- Lift the nose wheel as soon as possible
- Allow the aircraft to fly off and accelerate in ground effect to a climb speed of 90 Knots.
- Retract the landing gear and climb away at 90 Knots. Check for gear up indication
- When approaching pattern altitude, reduce power to 80% RPM and 800 mm Hg manifold pressure
- Ensure CHT does not exceed maximum limits during the climb

Cruise

The following settings produce a reasonable compromise between speed and economy. They should produce about 120 Kts and 15 gallons per hour.

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|----------------------|-----------|-----------|
| • Propeller | 70 % | |
| • Manifold pressure | (120 Kts) | 600 mm Hg |
| • Engine Instruments | CHECK | |

IN COLD WEATHER, exercise propeller every 30 mins

Aerobatics

- | | |
|-------------------------------|----------|
| • Propeller | 82 % |
| • Manifold Pressure | AS REQ'D |
| • Engine Instruments | CHECK |
| • Fuel Quantity (> 40 Litres) | CHECK |
| • Cockpits (No loose Items) | CHECK |
| • Airframe (Flaps UP) | CHECK |

Pattern

The Russian manual contains more than 10 pages of advice on flying the pattern which does not correspond to the way a pattern is flown in the USA

The pages have not, therefore, been translated.

Refer to the Airmans Information Manual section 220 for advice on this subject